

Draft Electric Vehicle Infrastructure Strategy: Online consultation report

Research and Engagement, Corporate Services





Introduction

Background and objectives

Background

A climate emergency was declared by the council in March 2019, and part of this includes making it easier for people to choose more sustainable transport options. A large-scale switch from petrol and diesel cars to electric vehicles (EVs) will be essential to support the council's decarbonisation aims.

The council has been allocated funding from the government to assist with development of an EV infrastructure Strategy, which aims to determine the best way to facilitate the switch to EVs. A public consultation was launched to capture people's opinions on the Draft EV Infrastructure Strategy. Responses were received from people who live in, work in, and visit Portsmouth, and businesses and organisations.

Objectives

The main aims of the research are to:

- Assess levels of agreement with the draft objectives
- Assess levels of agreement with the draft policies beneath each objective
- Understand disagreement with any of the objectives or policies
- Explore any elements considered missing from the draft strategy
- Collate all feedback about the draft strategy to feed into the next stages of review and publication

Methodology

An online survey was launched on **18 September 2023** and closed on **29 October 2023**. The online survey was promoted through:

- A press release announcing the start of the consultation
- Social media promotion including boosted posts and paid advertising
- Website news story, banners and the 'Your Say' page
- Inclusions in news bulletins
- Inclusion in staff bulletins and all-staff emails
- Newsletter copy, social post/links, posters and flyers

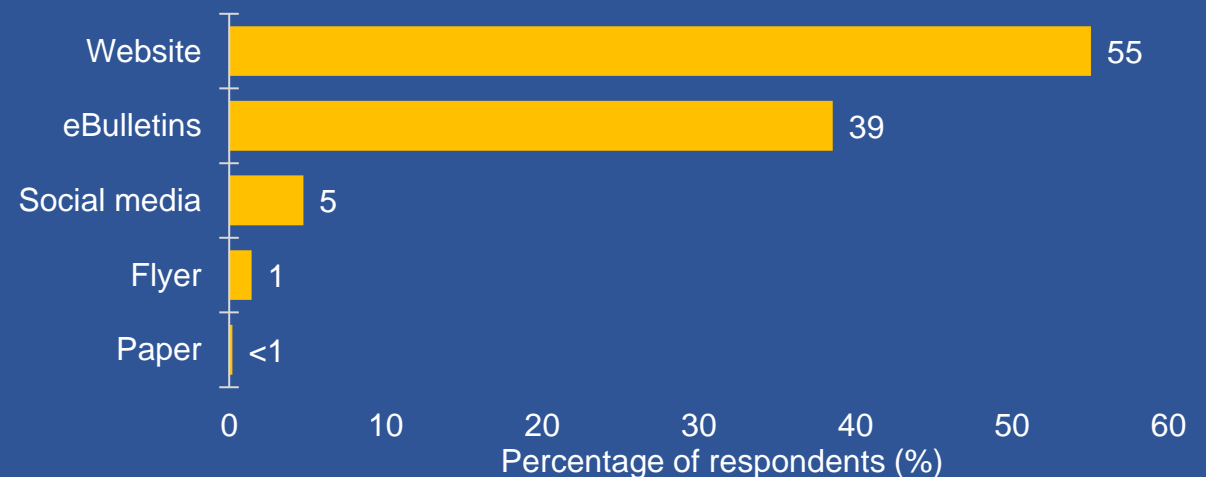
This was complemented by several face-to-face events and the option to complete the survey on paper or by telephone

Response rate

In total the survey received 485 responses.

Assuming a total population of 170,818 (the latest 2021 census data from the Office for National Statistics for people aged 16+ in Portsmouth), this volume of responses ensures a 95% confidence level with a margin of error of 4%, within acceptable parameters.

Channel/method used to complete survey | Base: Total sample (486)



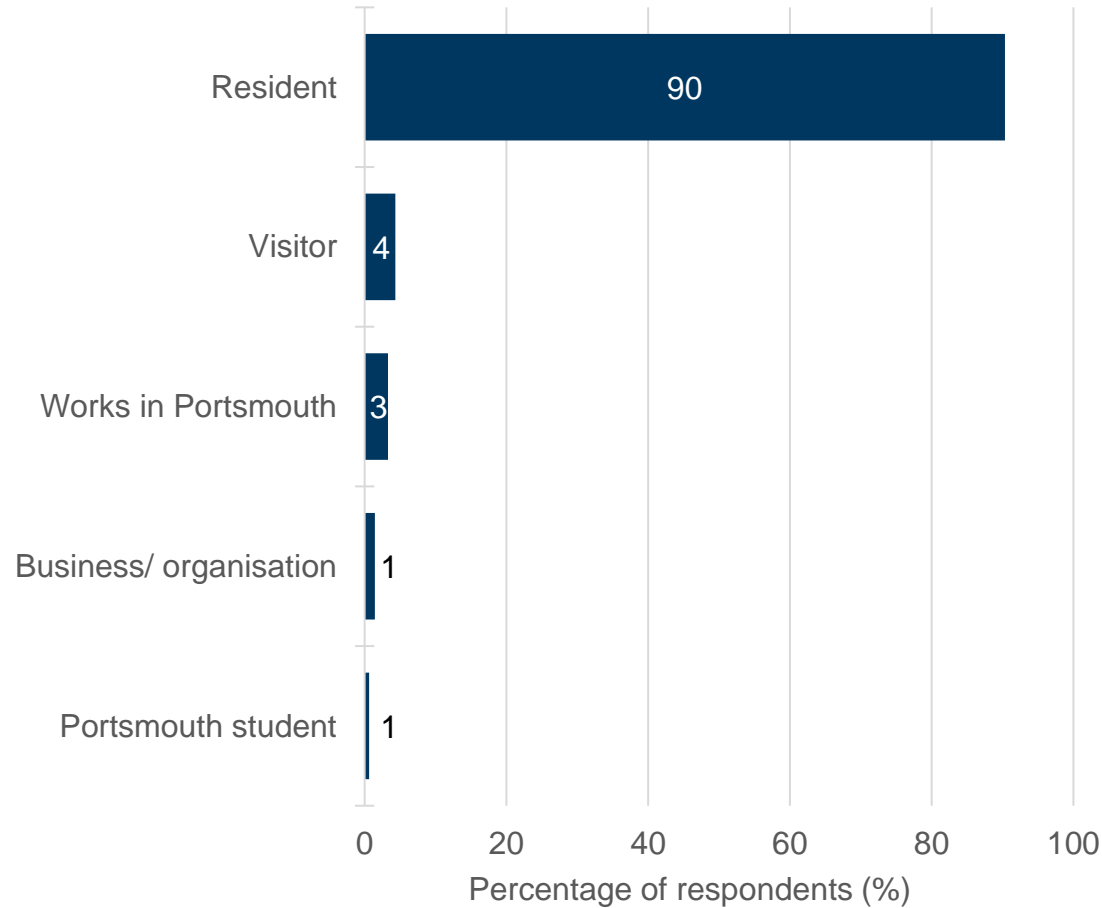


Who we engaged with

Respondent type

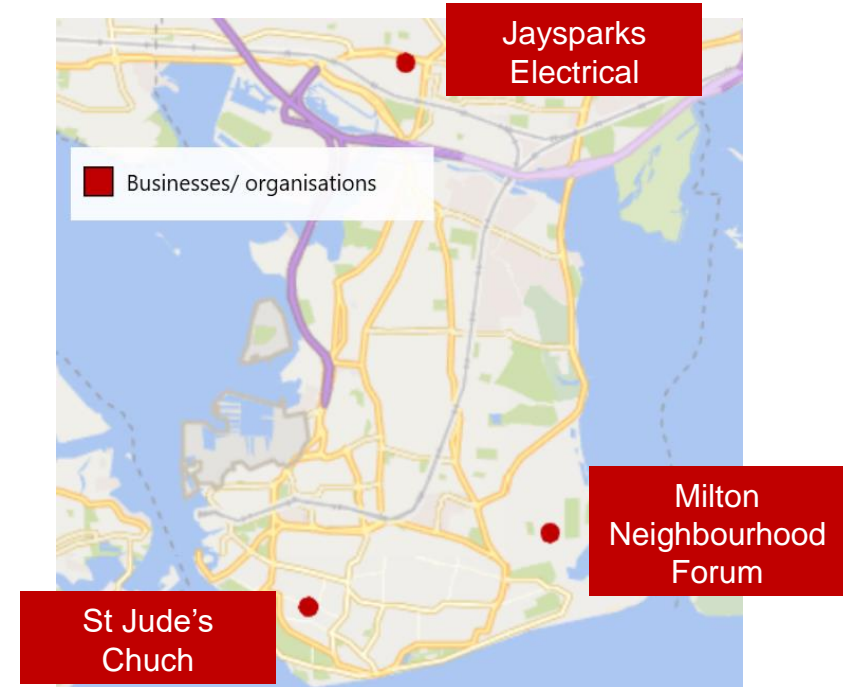
Q: 'In what capacity are you responding to this consultation?'

Base: Total sample (485)



Q: 'What is the name of the business/organisation you are responding on behalf of?'

Six business/ organisations responded, four disclosed their name and three disclosed their postcode:

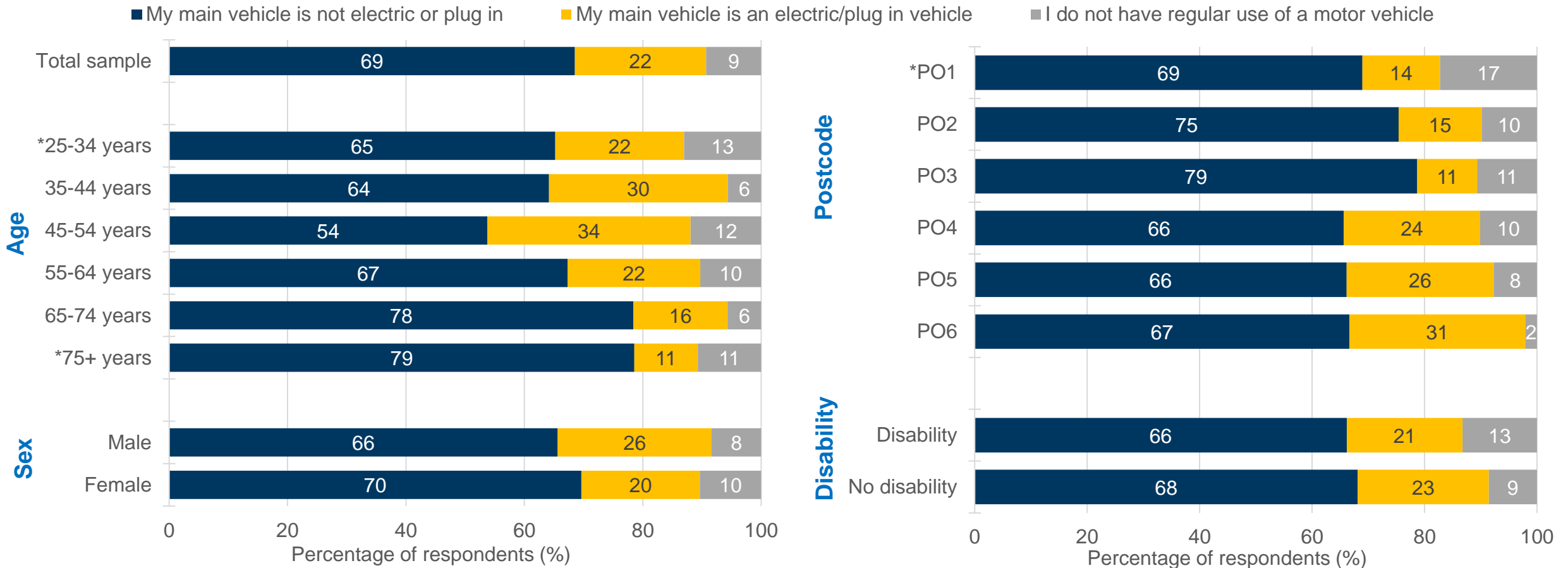


Portsmouth Friends of the Earth (no postcode provided)

- The vast majority were responding to the consultation as a resident of Portsmouth (90%)
- 4% are Portsmouth visitors and 3% work in Portsmouth
- Just 1% of respondents are either a business/ organisation or Portsmouth students

Vehicle ownership

Q: **'Which of the following describes you?'** | Base: left chart, from top to bottom – Total sample: (397) | Age: (23*), (53), (67), (107), (88), (28*) | Sex: (227), (135) | right chart, from top to bottom – Postcode: (29*), (61), (47), (99), (65), (48) | Disability: (68), (292)



- The main vehicle used by most respondents is not electric or plug in (69%), whilst 22% mainly use an electric/plug in vehicle. 9% do not have regular use of a motor vehicle
- EV ownership appears slightly higher amongst those aged 35-54 and those living in PO6 (at least 30%)



Draft objectives

The four strategic objectives

Objective 1: Prioritise EV infrastructure for residents, enabling conversion to electric vehicles

This objective will provide equitable charging for all residents across the city and will support those residents without off-street parking who are unable to charge at home. It will help meet the demand for residential EV infrastructure now, and more importantly in the future, which will enable residents to convert to electric vehicles more effectively.

Objective 2: Transform infrastructure provision in Portsmouth to promote it as an EV friendly destination for those visiting and working here

Portsmouth is home to a wealth of tourist attractions and businesses, which draws many visitors in throughout the year. This objective will help provide EV infrastructure for those visiting and working in the city, accommodating all drivers to Portsmouth's amenities.

Objective 3: Support Fleet conversion to EV through providing supporting infrastructure to meet their needs

This objective aims to decarbonise the council vehicle fleet by providing the necessary infrastructure to meet the need of fast-expanding fleet conversion to electric vehicles.

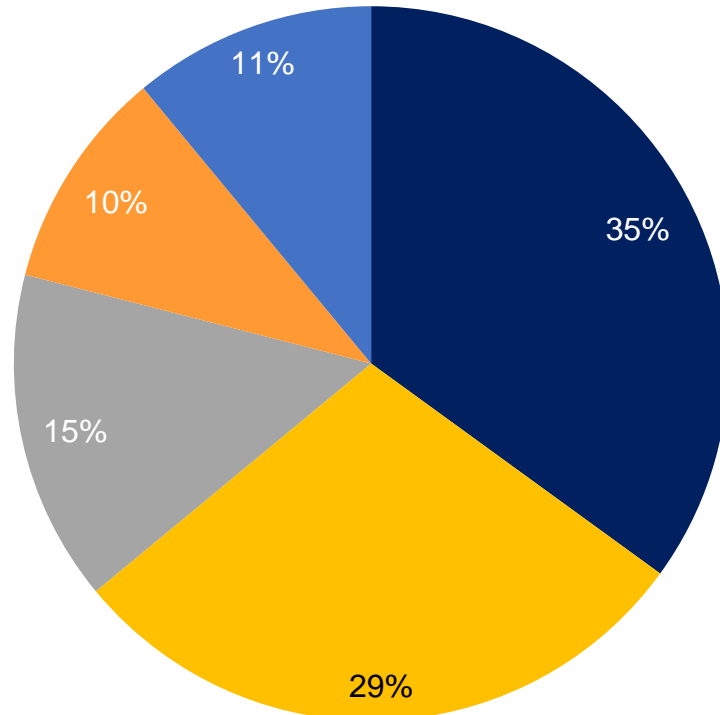
Objective 4: Deliver in partnership EV infrastructure to support shared and public transport modes conversion to EV

This objective aims to encourage wider sustainable modes of travel by facilitating each modes conversion to electric vehicles by providing the necessary infrastructure for this.

Objectives: Levels of agreement

Q: *'To what extent do you agree or disagree that these four draft objectives are the right ones?'* | Base: Total sample: 485

- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree



Q: *'Which of the four draft objectives do you disagree with?'*

Base: Total sample: 485

Objective 1: Prioritise EV infrastructure for residents, enabling conversion to electric vehicles

18

Objective 2: Transform infrastructure provision in Portsmouth to promote it as an EV friendly destination for those visiting and working here

13

Objective 3: Support Fleet conversion to EV through providing supporting infrastructure to meet their needs

9

Objective 4: Deliver in partnership EV infrastructure to support shared and public transport modes conversion to EV

9

I think something is missing

3

0 20 40 60 80 100
Percentage of respondents (%)

- Almost two thirds of respondents agree that the draft objectives are the right ones (64%), whilst 21% disagree
- Objective 1 (prioritise EV infrastructure for residents enabling conversion to electric vehicles) is the objective most respondents disagree with (18%)
- 13% disagree with objective 2, and 9% each disagree with objectives 3 and 4
- 3% of respondents feel that something is missing from the draft objectives

Objective 1: Reasons for disagreement

Q: ***'Why do you disagree with draft objective 1 (Prioritise EV infrastructure for residents, enabling conversion to electric vehicles)?'***

Base: Respondents who disagree with objective 1 (85)

Key themes	%
EVs are not the environmental future / will be superseded by newer technologies e.g. hydrogen, should focus on public transport provision	38
There isn't room for this infrastructure or charge points / lack of parking in Portsmouth already	22
Residents cannot afford them or do not want them	20
Safety concerns about EVs e.g. batteries and fires, cables, too quiet to hear coming	14
Concern over cost/ use of council money	9
Does not feel achievable for Portsmouth / all residents	6
EV owners use charging points as parking spaces all the time/ overnight	5
Concern over provision capacity by local power infrastructure	4
Other e.g. strategy too quick/ early, disagree with EVs, issues with charging points	8
No relevant comment / no comment	16

- The main reasons respondents disagree with objective 1 (38%) is because they feel that electric vehicles are not the environmental future/ will be superseded by newer technologies, such as hydrogen
- Around a fifth disagree because they feel there is no room for the infrastructure/ there is already a lack of parking in Portsmouth (22%), or because they feel residents cannot afford electric vehicles, or do not want them (20%)



Objective 1: Policies

Objective 1: Policies

Objective 1: Prioritise EV infrastructure for residents, enabling conversion to electric vehicles.

This objective will provide equitable charging for all residents across the city and will support those residents without off-street parking who are unable to charge at home. It will help meet the demand for residential EV infrastructure now, and more importantly in the future, which will enable residents to convert to electric vehicles more effectively.

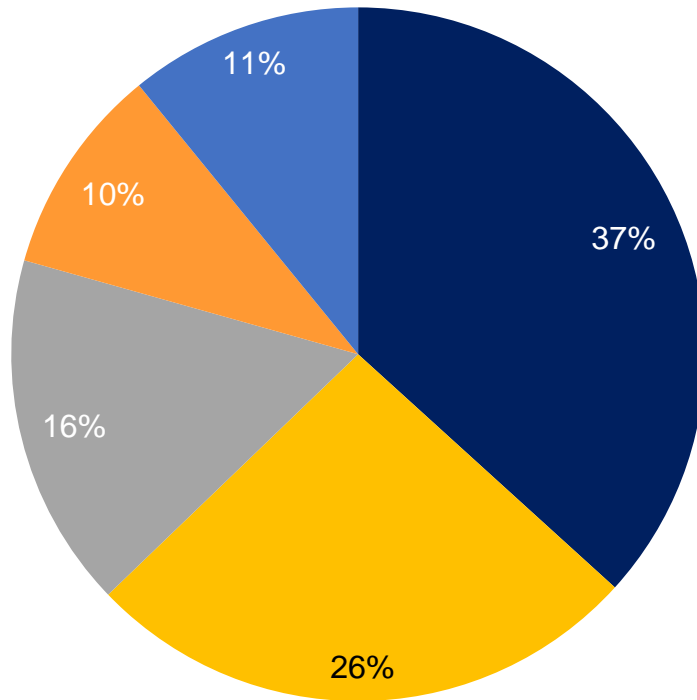
Policy	Explanation / key points
Policy A: To continue to deliver the On-Street Residential Chargepoint Scheme to meet resident demand initially, through low power overnight charging via lamp column infrastructure, then look to strategically expand on-street infrastructure based on geographical spread in the city.	As a densely populated island city with narrow streets and terraced housing many areas of Portsmouth do not benefit from off-street parking and suffer subsequent parking congestion posing a real challenge in providing electric vehicle charging infrastructure for residents. This why we are continuing to do deliver the on-street residential chargepoint scheme via lamp column solutions, where chargepoints are housed inside lamp columns to minimise street clutter and costs. This will be rolled out to meet current demand and then strategically placed across the city to meet exponential future demand for on-street electric vehicle infrastructure.
Policy B: To install designated parking bays for all EV infrastructure across the city and where appropriate limit usage to maximise equitable access.	It is important to ensure that all council installed electric vehicle infrastructure is accessible to all EV drivers by providing sufficient sized accessible bays and Traffic Regulation Orders (TRO) to meet their needs. It is imperative to reduce the number of vehicles overstaying in designated EV parking bays, as this will help improve equitable access across the city to Portsmouth’s EV infrastructure. By limiting usage on appropriate locations, this will help deter EV owners from overstaying in certain locations. This could include time restrictions or financial disincentives.
Policy C: Investigate EV charging hubs in residential areas including car parks.	This policy aims to expand Portsmouth’s off-street charging network with fast chargepoints to increase the efficiency at which our residents can charge. It is important to understand that residents will all have diverse needs when it comes to charging their electric vehicle and we must not rely on the success of Portsmouth’s EV infrastructure being dependent on one mode of charging. Portsmouth’s EV infrastructure must be versatile.

Policies A to C: Levels of agreement

Q: **'To what extent do you agree or disagree that these three policies are the right ones to achieve objective 1?'**

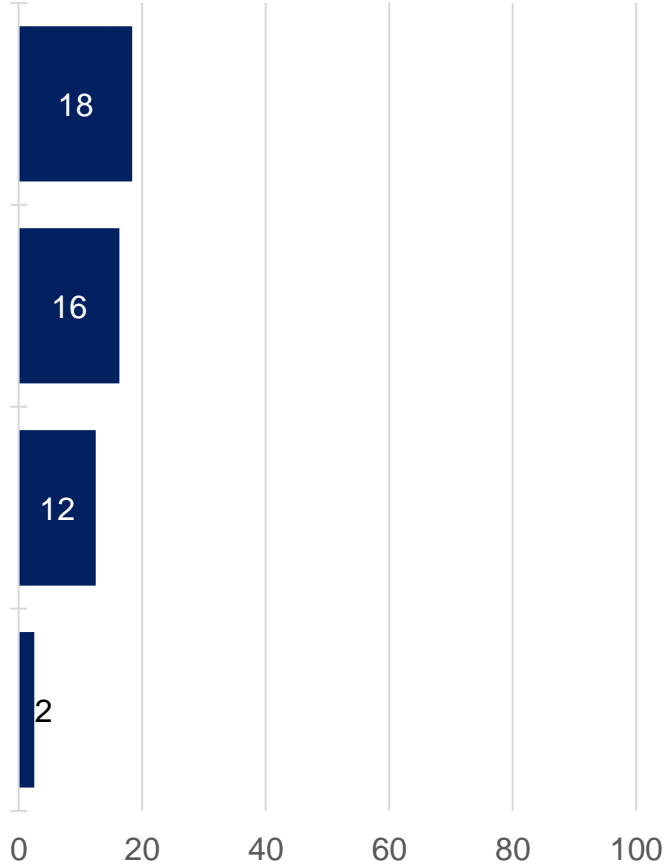
Base: Total sample: 441

- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree



Q: **'Which of the three policies do you disagree with?'** | Base: Total sample: 441

Policy A: To continue to deliver the On-Street Residential Chargepoint Scheme to meet resident demand initially, through low power overnight charging via lamp column infrastructure, then look to strategically expand on-street infrastructure based on geogra



Policy B: To install designated parking bays for all EV infrastructure across the city and where appropriate limit usage to maximise equitable access.

Policy C: Investigate EV charging hubs in residential areas including car parks.

I think something is missing

Percentage of respondents (%)

- The majority of respondents agree that policies A-C are the right ones to achieve objective 1 (63%)
- The highest proportion of respondents disagree with policy A (18%), followed by policy B and policy C (12%)
- Disagreement with policy A is highest amongst those aged 65+, whose main vehicle is not electric or do not have regular use of a motor vehicle, and those living in PO2-PO3 (21%-33%)

Policy A: Reasons for disagreement

Q: **'Why do you disagree with policy A (To continue to deliver the On-Street Residential Chargepoint Scheme)?'** | Base: Respondents who disagree with policy A (81)

Key themes	%
No room for the charge points / parking concerns	37
Unsure about the council's ability to provide this infrastructure	15
Demand will not be there / not affordable or feasible for all residents	14
Not achievable	11
EVs are not the environmental future	10
Safety issues with charging e.g. batteries catching fire, cables are trip hazards	6
Cost to the council/ public	5
Other e.g. not in support of EV, do not feel this is in the public's best interest	7
<i>No relevant comment / no comment</i>	15

- The main reason respondents disagree with policy A is feeling there is no room for the charge points/ existing parking concerns in Portsmouth (37%)
- 15% of respondents also express uncertainty about the council's ability to provide this infrastructure, whilst 14% feel that the demand will not be there/ EVs are not affordable or feasible for all residents

Policy B: Reasons for disagreement

Q: **'Why do you disagree with policy B (To install designated parking bays for all EV infrastructure across the city)?'** | Base: Respondents who disagree with policy B (72)

Key themes	%
No room for EV parking bays / already parking concerns in the city	33
Should be demand led / current EV bays are underutilised	11
Consider affordability and feasibility for residents	10
EVs are not the environmental future	8
Concerns about re-parking when fully charged, particularly overnight	7
Queries about monitoring use of bays	7
Cost to the council / public	7
Unsure about the ability to provide infrastructure	3
Other e.g. not in support of EVs, car crime in a parking hub	17
No relevant comment / no comment	18

- A third of respondents who disagree with policy B feel there is no room in Portsmouth for EV parking bays/ express concerns about parking
- 11% feel that parking bays should be demand led or that current EV bays are underutilised in Portsmouth, whilst 10% feel that the council should consider the affordability and feasibility for residents in relation to this policy



Objective 2: Policies

Objective 2: Policies

Objective 2: Transform infrastructure provision in Portsmouth to promote it as an EV friendly destination for those visiting and working here

Portsmouth is home to a wealth of tourist attractions and businesses, which draws many visitors in throughout the year. This objective will help provide EV infrastructure for those visiting and working in the city, accommodating all drivers to Portsmouth's amenities.

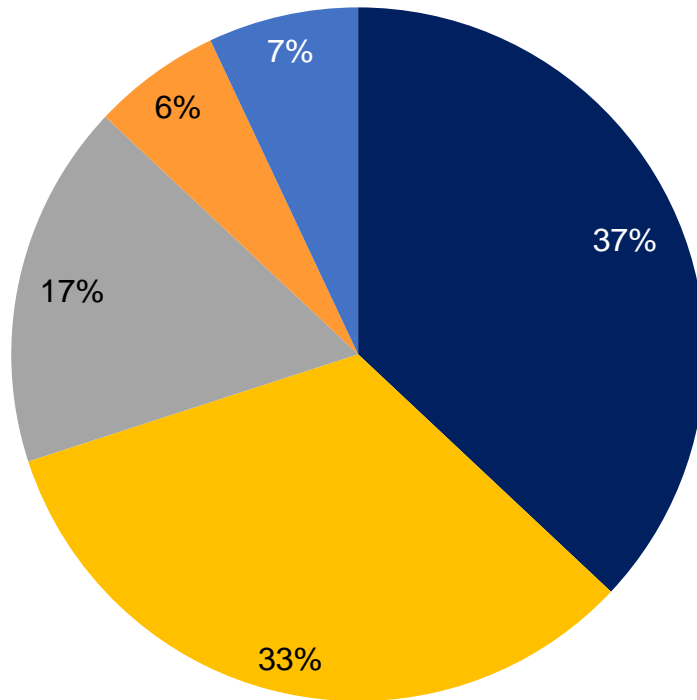
Policy	Explanation / key points
Policy D: Explore the demand in all PCC owned car parks to provide charging infrastructure at key destinations across the city.	Portsmouth is a popular tourist destination along the south coast of England, which means we will need to explore the provision of off-street destination charging at key areas around the city. This will give visitors the confidence and assurance that they will be able to charge their vehicle and make the journey home and not deter EV users from visiting the city.
Policy E: To support business in the city in providing and accessing chargepoint provision including enabling public access to private EV charging infrastructure.	By supporting the implementation of the necessary EV charging infrastructure for businesses around the city, this will help improve journey reliability for businesses who have converted to EV or are looking to, making the city's economy more prosperous. By enabling public access to this, also offers greater versatility for public charging options for residents and visitors of the city.
Policy F: Work in partnership to ensure the surrounding strategic road network and neighbouring areas have adequate charging infrastructure.	This policy will ensure there are sufficient electric vehicle charging points across the region to service the future demand. This will help be facilitated by Transport for South East's (TfSE) EV Infrastructure Strategy and promotes collaboration and knowledge sharing in the sector and region.

Policies D to F: Levels of agreement

Q: ***'To what extent do you agree or disagree that these three policies are the right ones to achieve objective 2?'***

| Base: Total sample: 415

- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree



Q: ***'Which of the three policies do you disagree with?'*** | Base: Total sample: 415

Policy F: Work in partnership to ensure the surrounding strategic road network and neighbouring areas have adequate charging infrastructure

9

Policy D: Explore the demand in all PCC owned car parks to provide charging infrastructure at key destinations across the city

8

Policy E: To support business in the city in providing and accessing chargepoint provision including enabling public access to private EV charging infrastructure

8

I think something is missing

3

Percentage of respondents (%)

- The majority of respondents agree that policies D to F are the right ones to achieve objective 2 (70%), whilst 13% disagree
- 9% disagree with policy F, whilst 8% each disagree with policies D and E
- Disagreement with policy E is particularly high amongst people with a disability or long-term illness (15%)



Objective 3: Policies

Objective 3: Policies

Objective 3: Support Fleet conversion to EV through providing supporting infrastructure to meet their needs

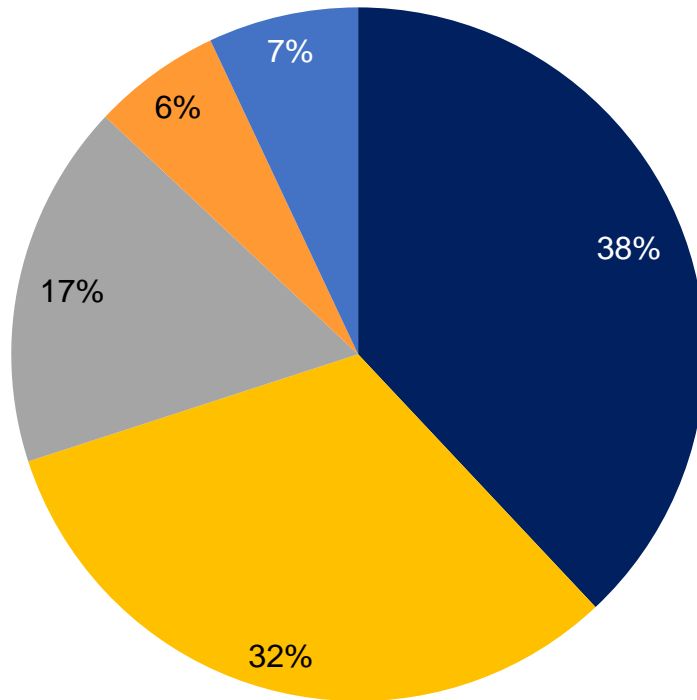
This objective aims to decarbonise the council vehicle fleet by providing the necessary infrastructure to meet the need of fast-expanding fleet conversion to electric vehicles.

Policy	Explanation / key points
Policy G: To ensure sufficient EV infrastructure is available for the taxi trade in their conversion to electric vehicles	From 2025, newly licensed vehicles must be electric or hybrid, meaning we need to ensure that sufficient EV infrastructure is available to the taxi trade. PCC have already delivered 3 rapid chargepoints for taxis and PHVs and are looking to install a further 6. Beyond this we will look to further expand the EV charging network for the trade.
Policy H: To work with fleets to meet their EV charging needs at their depots, whilst exploring the opportunity of public access to the infrastructure	By supporting the implementation of the necessary EV charging infrastructure for Fleets, this will help decarbonise fleet vehicles and improve the air quality across the city. By enabling public access to this, also offers greater versatility for public charging options for residents and visitors of the city.
Policy I: To work with fleet operators to understand the needs of electric fleet vehicles registered to workers residences	This aims to work with fleet operators to identify their workers charging demands to enable efficient transition of electrification of fleet vehicles and operations.

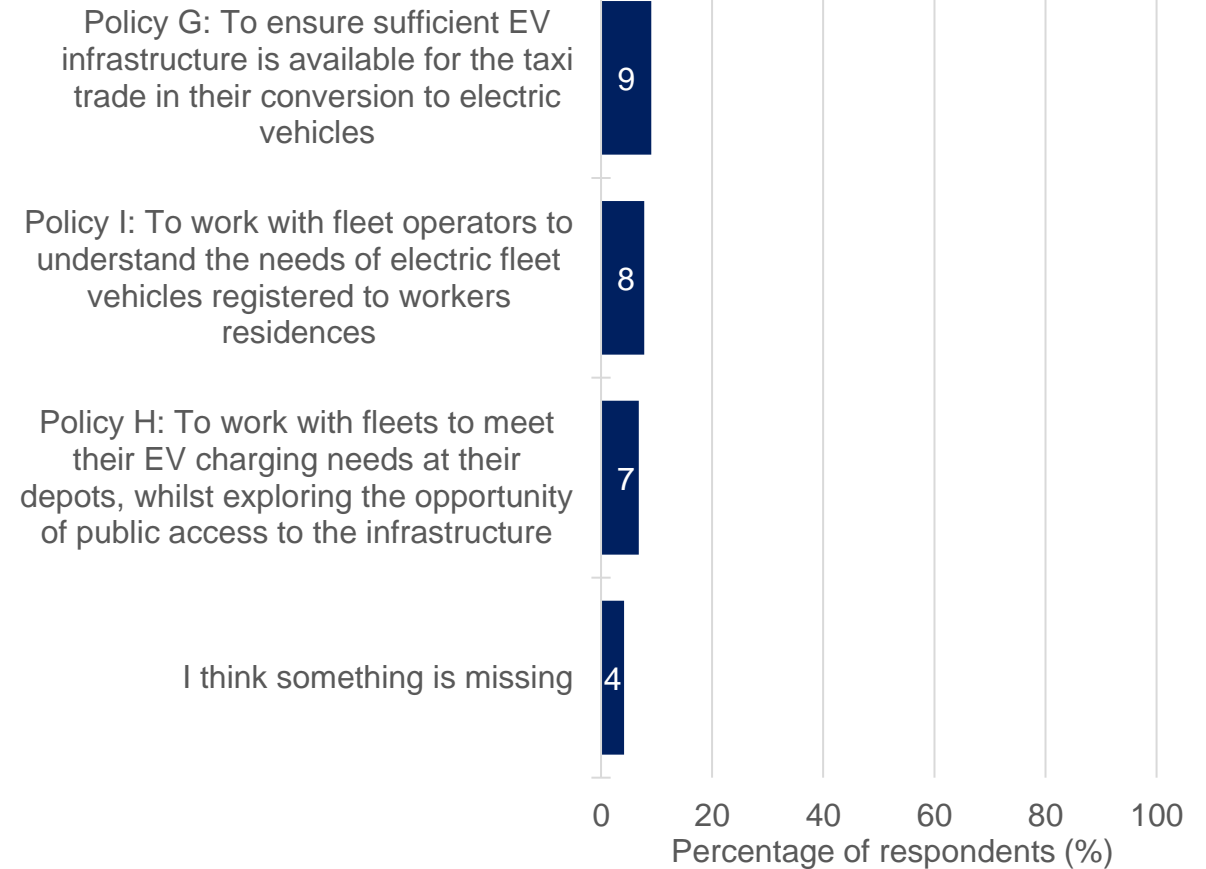
Policies G to I: Levels of agreement

Q: *'To what extent do you agree or disagree that these three policies are the right ones to achieve objective 3?'* | Base: Total sample: 410

- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree



Q: *'Which of the three policies do you disagree with?'*
Base: Total sample: 410



- The majority of respondents agree that policies G to I are the right ones to achieve objective 3 (70%), whilst 13% disagree
- 9% of respondents selected policy G, whilst 8% disagree with policy I and 7% disagree with policy H
- Disagreement with policy G is particularly high amongst those with a disability (18%)



Objective 4: Policies

Objective 4: Policies

Objective 4: Deliver in partnership EV infrastructure to support shared and public transport modes conversion to EV.

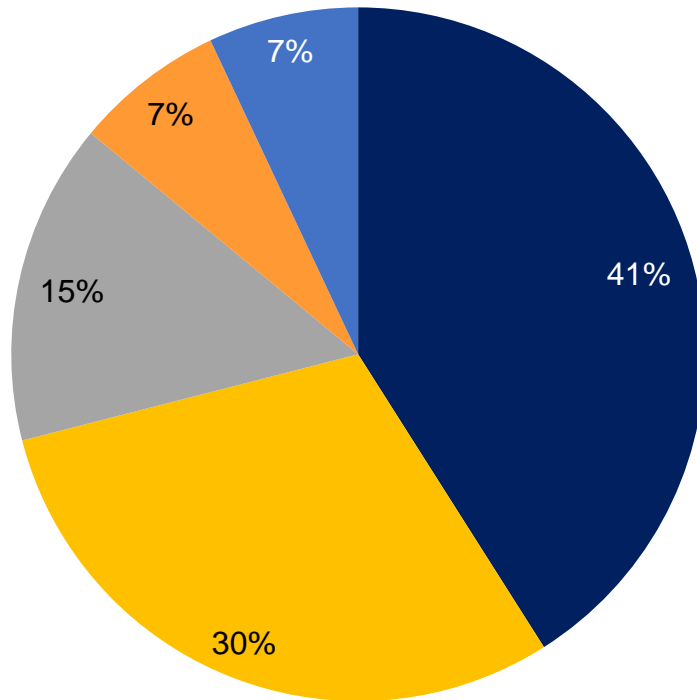
This objective aims to encourage wider sustainable modes of travel by facilitating each mode's conversion to electric vehicles by providing the necessary infrastructure for this.

Policy	Explanation / key points
Policy J: To introduce electric car club vehicles in Portsmouth	This aims to introduce EV charging infrastructure to Portsmouth's car club to help decarbonise the existing fleet of vehicles and improve air quality across the city and facilitate the electrification of the car club.
Policy K: To work with bus operators to continue to decarbonise Portsmouth's bus network through zero-emission vehicles	The council has worked successfully with bus operator First South through the Government Zero Emission Bus Regional Area scheme which will mean 62 new battery electric buses enter service next March, which serve four out of the five Portsmouth AQMAs and cater for almost a quarter of bus passenger journeys in the CAZ.

Policies J to K: Levels of agreement

Q: *'To what extent do you agree or disagree that these two policies are the right ones to achieve objective 4?'* | Base: Total sample: 402

- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree



Q: *'Which of the two policies do you disagree with?'*

Base: Total sample: 402



- Almost three quarters of respondents agree that policies J and K are the right ones to achieve objective 4 (71%), whilst 14% disagree
- Of the two policies, the highest proportion disagree with policy J (11%), whilst 7% disagree with policy K



Further comments: General

Further comments

Q: *'Do you have any further comments to make about Portsmouth's draft electric vehicle infrastructure strategy?'* | Base: Total sample (402)

Key themes – showing comments made by at least 10 respondents	%
Need a bold, proactive and progressive approach	9
Charging points e.g. need more, to be location appropriate, affordable, easy, reliable	9
General support for the strategy	6
EV is not the environmental future	6
General disagreement with the strategy	5
Concerns about affordability/ feasibility of EV for residents	4
Should ensure the impact on residents is limited	3
Concerns about ability to implement infrastructure	2
Other	3

- The most frequent further comment left by respondents expresses the need for a bold, proactive and progressive approach towards the strategy (9%), followed by issues related to charging points, such as needing more, and ensuring they are location appropriate, affordable, easy, and reliable (9%)
- 6% each of respondents express general support for the strategy, or feel that EV is not the environmental future
- A slightly smaller proportion of respondents express general disagreement with the strategy (5%), whilst 4% express concerns about the affordability or feasibility of EV for residents



Additional responses

- Sustrans and Transport for the South East (TfSE)
- Feedback from in person engagement events
- Social media comments

Key stakeholder responses

Key points	Detailed response
Sustrans	<ul style="list-style-type: none">• Sustrans supports the overall aims to prioritise EV infrastructure for residents and visitors, to convert the PCC fleet, and to support shared and public transport modes to EV• However, Sustrans believes that this should be developed alongside a longer-term objective to dramatically reduce car use and increase the number of people walking, wheeling and cycling in the city
Transport for the South East (TfSE)	<ul style="list-style-type: none">• Supportive of Portsmouth City Council’s collaborative approach to the future roll-out of EV charging infrastructure• Welcomes the consideration of the needs of vehicle fleets
In-person engagement events and social media	<ul style="list-style-type: none">• Drop-in / pop-up engagement events took place at 12 locations across the city• Comments were in line with those received via the online survey• The main themes and comments focused on environmental concerns, car park charging, and residential charging infrastructure

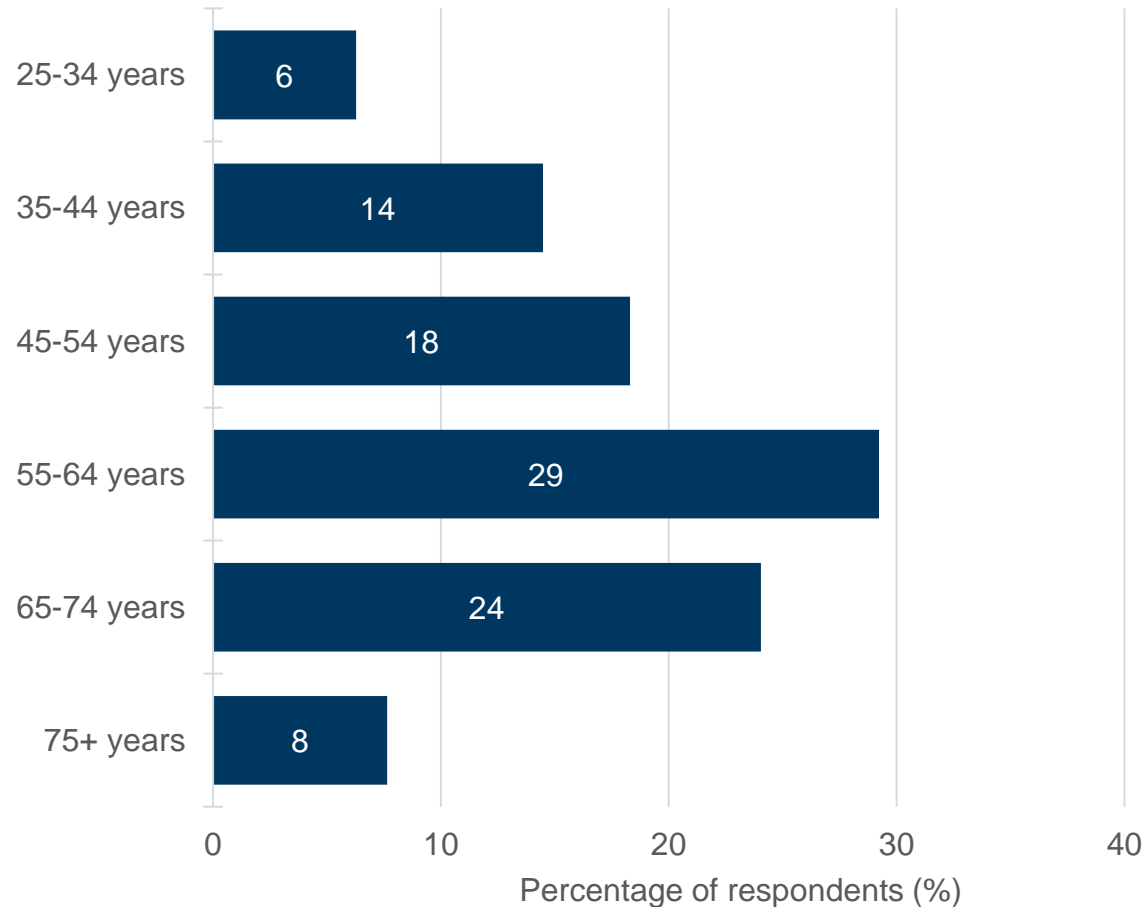


Sample profile

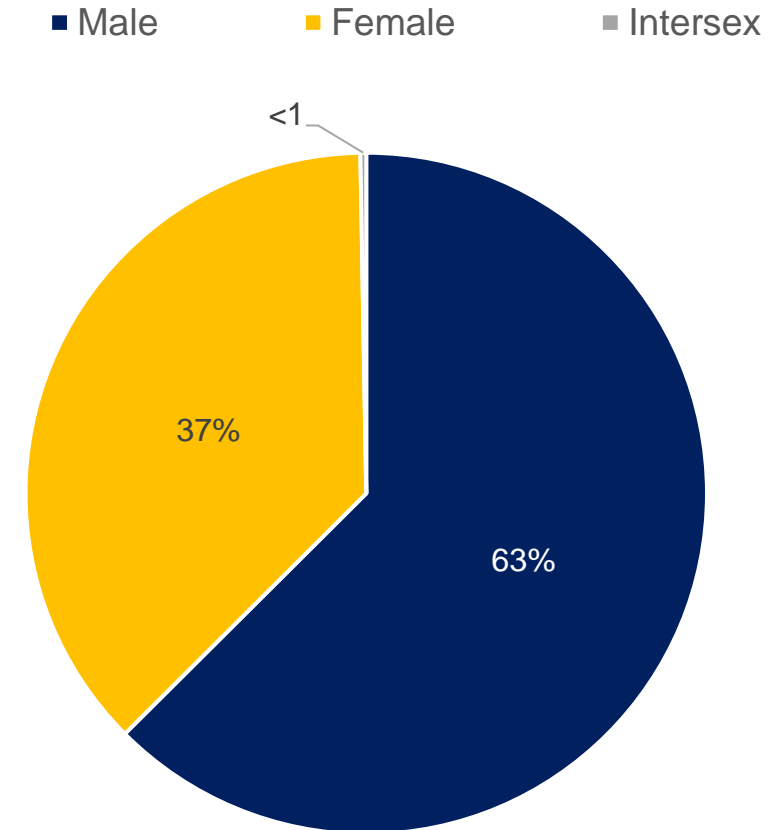
74%-78% of respondents responded to the demographics questions therefore the following slides represent their profile, not that of all consultation respondents

Age and sex

Q: **'What is your age group?'** | Base: Total sample (366)



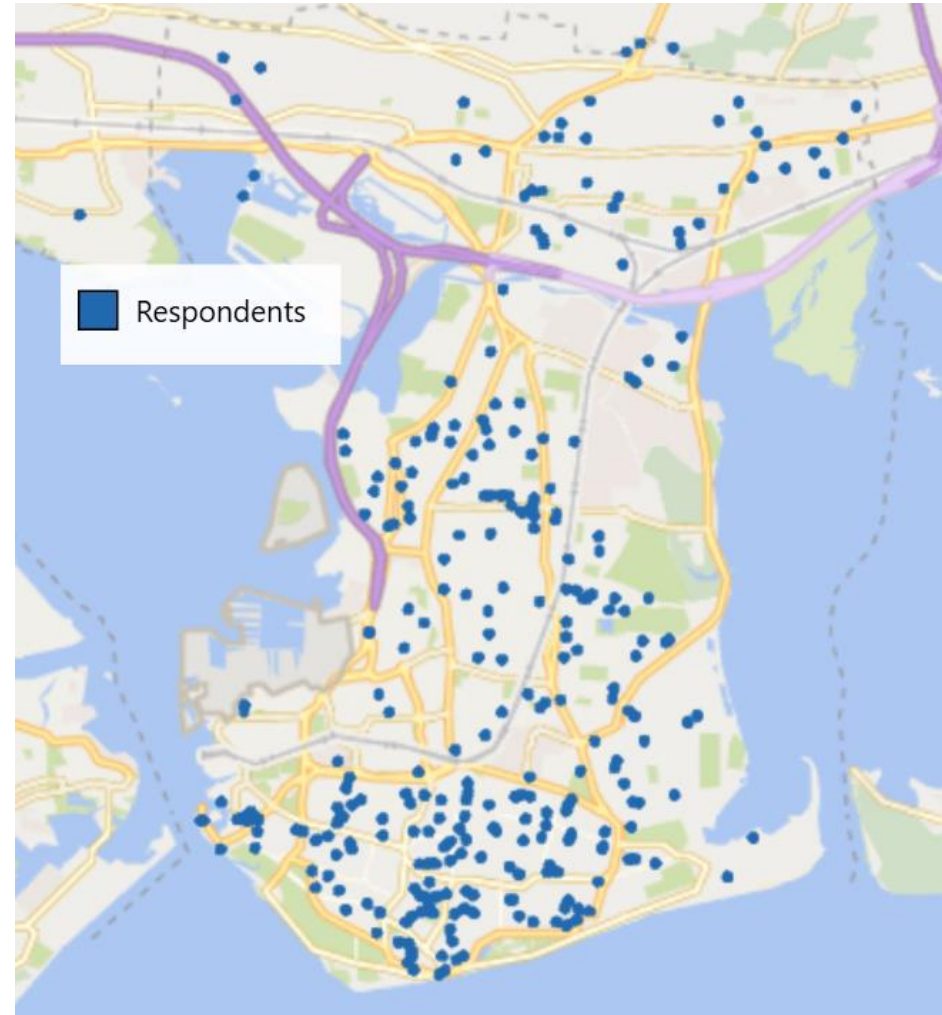
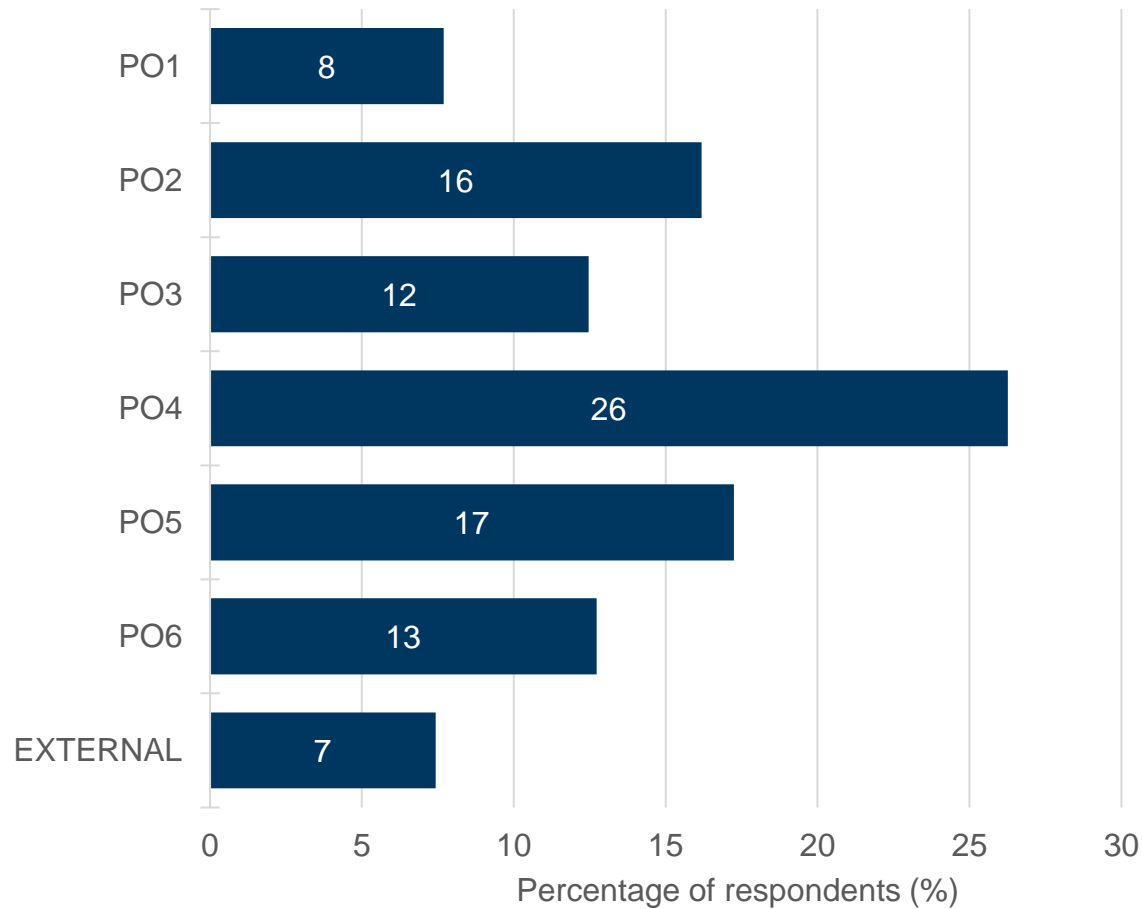
Q: **'What is your sex?'** | Base: Total sample (363)



- There is fairly good representation from all age groups over the age of 24; no one under 25 years old responded to this consultation
- The majority of respondents are aged 45+ (80%) which fits within expected levels, research shows that individuals aged 45+ are more likely to interact with public consultations
- Most respondents are male (63%), whilst 37% are female and less than 1% are intersex

Postcode

Q: **'What is your home postcode?'** | Base: Total sample (377)

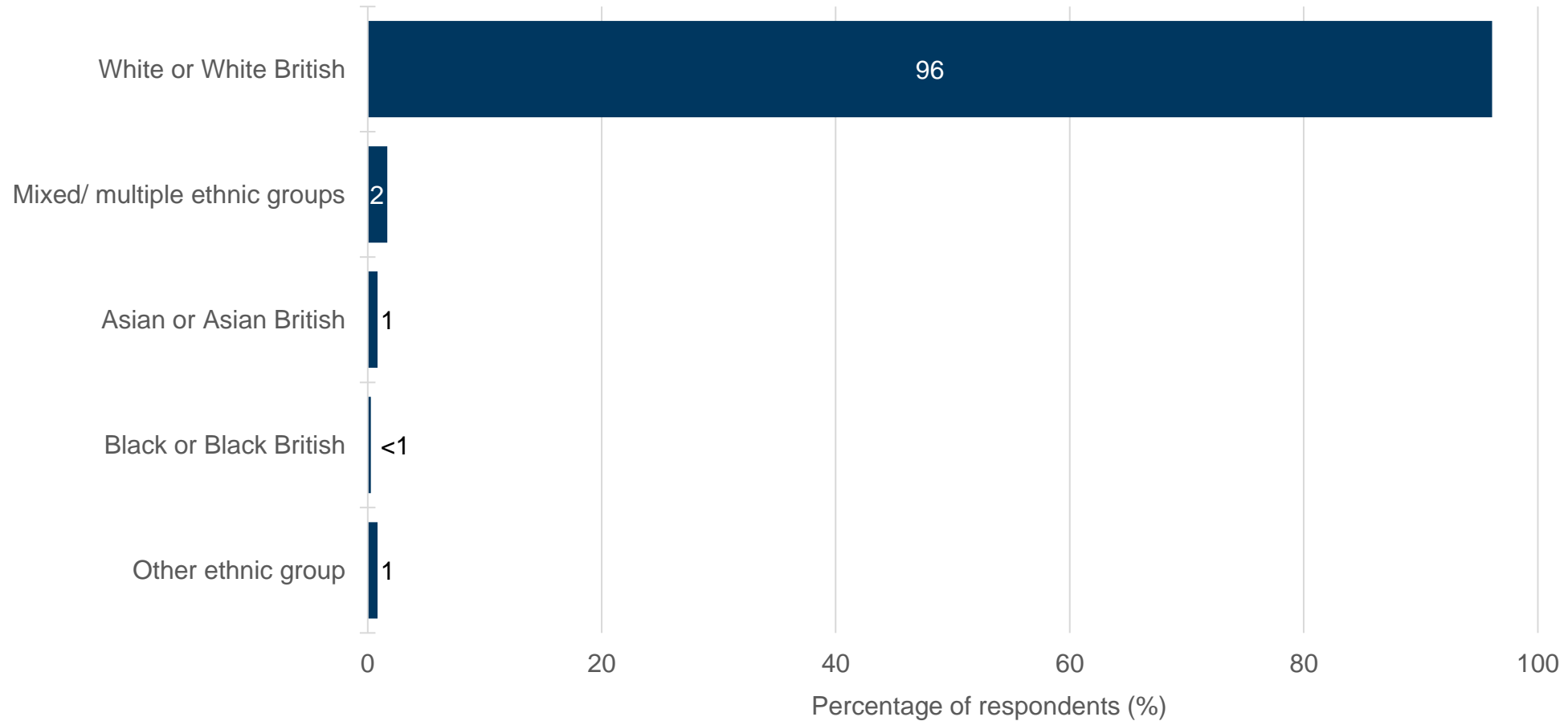


- Of respondents who provided their postcode, the vast majority live in Portsmouth (93%)
- The highest proportion of respondents live in PO4 (26%)

Ethnicity

- Official -

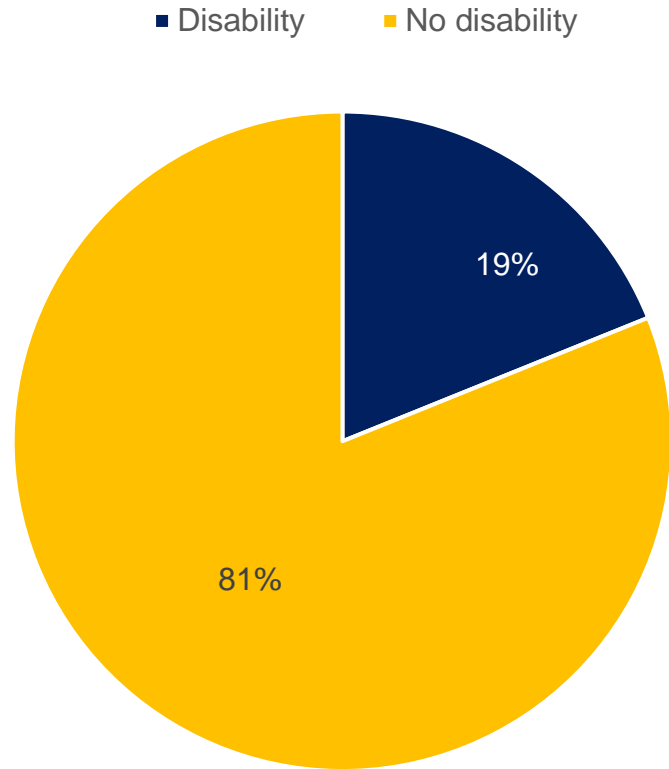
Q: **'What is your ethnic group?'** | Base: Total sample (358)



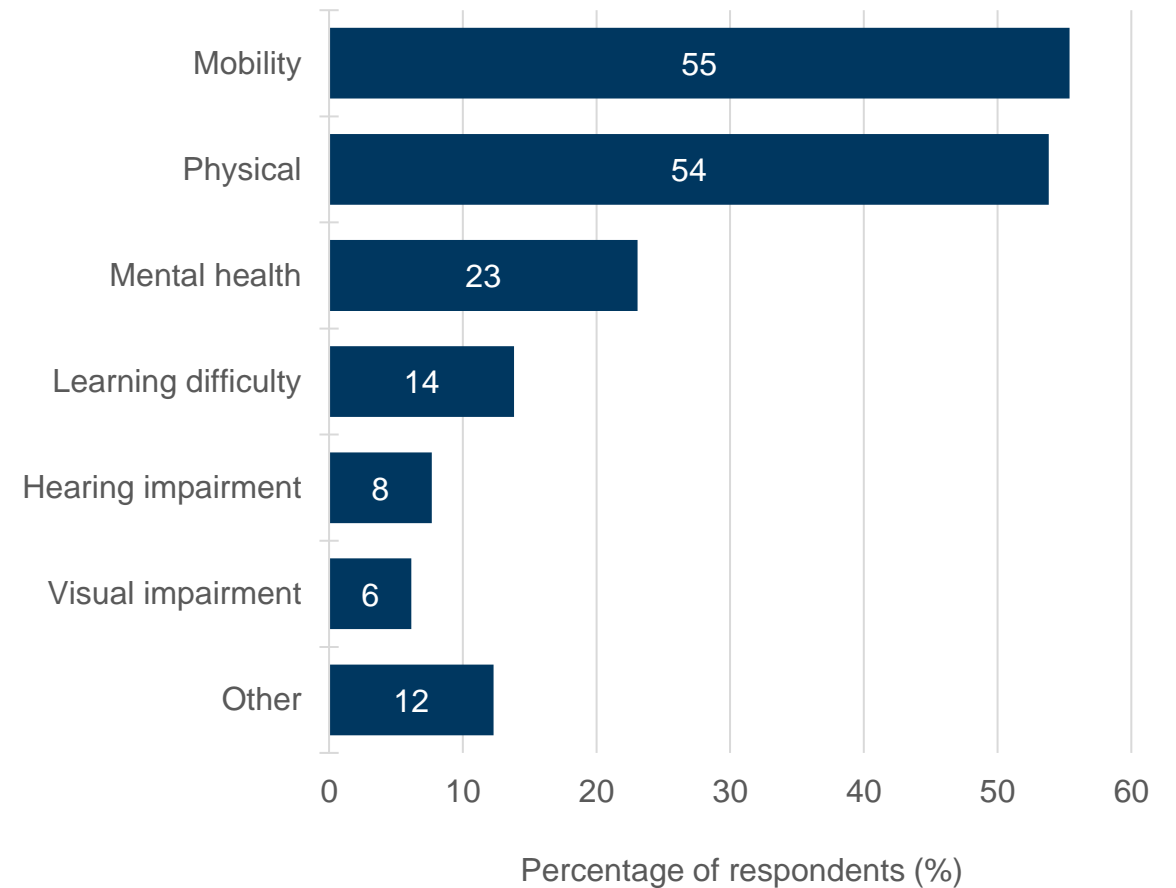
- The vast majority of respondents are White or White British (96%), whilst smaller proportions are from ethnic minority groups (mixed/multiple, Asian or Asian British, Black or Black British, and other ethnic groups)

Disability

Q: 'Do you consider yourself to have a disability, a long-term illness, physical or mental health condition that reduces your ability to carry our day-to-day activities?' | Base: Total sample (360)



Q: 'What type of disability, long-term illness, physical or mental health condition do you have?' | Base: Those with a disability (65)



- Just under a fifth of respondents have a disability, long-term illness, physical or mental health condition (19%)
- Of those reporting a disability, long-term illness or health condition, over half report a mobility (55%) or physical disability (54%)